AMENDMENTS TO THE CLAIMS

This listing of the claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claim 1 (Currently Amended): A sealing [[Oil wiping ring ring groove]] arrangement for pistons of internal combustion engines having an oil wiping ring and a ring groove, the sealing arrangement [[,]] having a lamella (1) provided with parallel walls, whose working surface (h) has a barrel-shaped asymmetrical shape, having a vertex line (3) that extends over the circumference of the lamella, whereby the lamella is disposed in a ring groove (7) of the piston, having one ring groove wall (6) facing away from the piston crown side and one ring groove wall (5) facing the piston crown side, wherein

at least one of the ring groove walls (5, 6) runs at a slant radially outward up to the outside piston diameter, at an angle (α, ß) relative to the piston axis (10),

[[that]] the working surface (h) of the lamella (1) is configured in such a manner that it corresponds to an almost worn end contour in the run-in engine state, and in cross-section, comprises

- a first segment (I) following the asymmetrical shape of a polynomial of the second order in, with $h(x) = ax + bx^2$, whereby

x = working surface coordinates in the Cartesian coordinate system in mm, and a, b are coefficients, with a being defined by the ratio of the axial wall play of the lamellae relative to the width of the lamellae; b being defined as the amount of the working surface curvature;

- a supporting vertex (II) h(x=0) configured as an edge, and

- a third segment (III) following the asymmetrical shape of the function $h(x) = cx^2$, with c as a multiple of b and

[[that]] in the assembled state of the oil wiping ring (1) in the piston, the vertex line (3) of the working surface (h) is disposed towards the ring groove wall (6) that faces away from the piston crown side.

Claim 2 (cancelled)

Claim 3 (Currently Amended): The sealing [[Oil wiping ring ring groove]] arrangement according to claim 1 wherein the ring groove

wall (6) facing away from the piston crown side runs at a slant away from the piston crown, at an angle (ß).

Claim 4 (Currently Amended): The sealing [[Oil wiping ring ring groove]] arrangement according to claim 1, wherein the ring groove wall (5) facing the piston crown side runs at a slant towards the piston crown, at an angle (α).

Claim 5 (Currently Amended): The sealing [[Oil wiping ring ring groove]] arrangement according to claim 1, wherein two lamellae (1, 1') are disposed lying loosely on top of one another in the ring groove (7) with a ring groove base height (H), whereby the ring groove base height is configured in such a manner that the angle (ß) assumes a value according to the arrangement according to claim 1.

Claim 6 (Currently Amended): The sealing [[Oil wiping ring ring groove]] arrangement according to claim 5, wherein both of the vertex lines (3, 3') are disposed facing towards the ring groove wall (6) facing away from the piston crown side.

Claim 7 (Currently Amended): The sealing [[Oil wiping ring ring groove]] arrangement according to claim 3, wherein the angle α comprises a value of 93 to 98 degrees of angle, and the angle ß comprises a value of 85 to 87 degrees of angle.

Claims 8 - 9 (Cancelled)

Claim 10 (New): A sealing arrangement for pistons of internal combustion engines having an oil wiping ring and a ring groove, the sealing arrangement having a lamella (1) provided with parallel walls, whose working surface (h) has a barrel-shaped asymmetrical shape, having a vertex line (3) that extends over the circumference of the lamella, whereby the lamella is disposed in a ring groove (7) of the piston, having one ring groove wall (6) facing away from the piston crown side and one ring groove wall (5) facing the piston crown side, wherein

at least one of the ring groove walls (5) runs at a slant radially outward up to the outside piston diameter at an angle α relative to the piston axis (10), the angle α comprising a value of 93 to 98 degrees,

the ring groove wall (6) facing away from the piston crown side runs at a slant away from the piston crown at an angle ß comprising a value of 85 to 87 degrees,

the working surface (h) of the lamella (1) is configured in such a manner that it corresponds to an almost worn end contour in the run-in engine state, and in cross-section, comprises

- a first segment (I) following the asymmetrical shape of a polynomial of the second order in, with $h(x) = ax + bx^2$, whereby

x = working surface coordinates in the Cartesian coordinate system in mm, and a, b are coefficients, with a being defined by the ratio of the axial wall play of the lamellae relative to the width of the lamellae; b being defined as the amount of the working surface curvature;

- a supporting vertex (II) h(x=0) configured as an edge, and

- a third segment (III) following the asymmetrical shape of the function $h(x) = cx^2$, with c as a multiple of b and

in the assembled state of the oil wiping ring (1) in the piston, the vertex line (3) of the working surface (h) is disposed towards the ring groove wall (6) that faces away from the piston crown side.